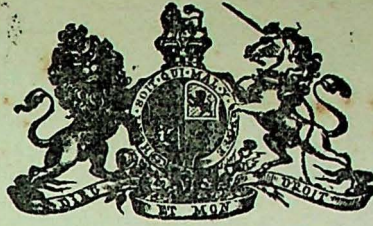


THE



Bombay Government Gazette.

Published by Authority.

[No. 15]

THURSDAY, 10TH APRIL 1890.

Separate paging is given to this Part, in order that it may be filed as a separate compilation.

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PART I.

Government Notifications, Appointments, &c.

NOTIFICATIONS.

GENERAL DEPARTMENT.

Bombay Castle, 8th April 1890.

No. 1345.—The following rules framed by the Ahmedabad Municipality, in accordance with the provisions of Section 3 of the Wild Birds Protection Act XX of 1887, are published for general information :—

I.—For the purposes of the Wild Birds Protection Act of 1887 in its application to the Municipality of Ahmedabad,

(a) "Wild bird" means grey partridge, black (or painted) partridge, quail, snipe, wild duck or wild goose.

(b) The "breeding season" means in the case of a—

(1) Grey partridge from 15th March to 15th September.

(2) Black (or painted) partridge from 15th March to 15th September.

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(3) Quail from 1st May to 1st September.

(4) Snipe from 1st April to 1st October.

(5) Wild duck from 1st April to 1st October.

(6) Wild goose from 1st April to 1st October.

II (a).—No one shall, within the limits of the said municipality, possess (or sell) during its breeding season any wild bird which has been recently killed or taken.

(b) No one shall import into the said municipality the plumage of any wild bird during its breeding season.

III.—A breach of Rule II (a) or Rule II (b) shall be punished with fine, which may extend—

(a) In the case of a first offence, to five rupees (in respect of every wild bird possessed or sold in breach of Rule II (a) or of which the plumage has been imported in breach of Rule II (b), and,

(b) In the case of a subsequent offence, to ten rupees (in respect of every such bird or plumage).

Bombay Castle, 9th April 1890.

No. 1376.—The following telegrams from the Government of India and the British Consul, Alexandria, dated respectively the 7th and 8th instant, are published for general information:—

"Following from Resident, Turkish Arabia, dated fifth. Begins: Quarantine at Basra suppressed. Please inform Bombay. Ends."

"Quarantine removed on arrivals from Persian side of Persian Gulf."

By order of His Excellency the Right Honourable the Governor in Council,

J. NUGENT,

Chief Secretary to Government.

MARINE DEPARTMENT.

Bombay Castle, 25th March 1890.

Notice to Mariners.

WEST COAST OF INDIA.

Light on Alibág Fort.

No. 20.—*Erratum.*—In Government Notification No. 10, dated 5th March 1890, for "between the bearings of N. by W. $\frac{1}{2}$ W. and N. by E. $\frac{1}{2}$ E." read "between the bearings E.N.E. to N.N.W."

(The bearings are magnetic.)

Bombay Castle, 2nd April 1890.

No. 21.—The following Notice to Mariners is published for general information:—

CUTCH.

Gulf of Cutch.

A black and white beacon buoy has been placed at the entrance to Tuna (Anjár) Creek, Gulf of Cutch, in 2 fathoms at low water. Native craft entering the creek must keep on the east side of the buoy and close to it.

No. 22.—With reference to Government Notifications Nos. 10 and 20 dated 5th and 25th March 1890, respectively, the following amended Notice to Mariners is published for general information:—

West Coast of India.

Information has been received from the Commissioner of Customs that a fixed green light was exhibited from the 6th August 1889 in Alibág Fort Signal Station.

It is elevated 32 feet above the sea, and should be visible in clear weather from a distance of 3 miles. Bearings, magnetic from seaward E.N.E. to N.N.W.

This light is for the benefit of fishing boats and coasting craft making for Alibág Roads. Any vessel not bound for Alibág and sighting this light is in danger, and should stand off shore at once, or anchor and await daylight.

Bombay Castle, 9th April 1890.

No. 24.—The following Notice to Mariners is published for general information:—

WEST COAST OF INDIA.

KA'NARA DISTRICT.

Buoy Marking Dart Rock.

Information has been received from the Collector of Salt Revenue, Bombay, that a buoy has been placed in $7\frac{1}{2}$ fathoms of water to mark Dart Rock, and it bears E. by N. distance 240 feet from the rock.

(The bearings are magnetic.)

No. 25.—The following Notices to Mariners issued by Her Majesty's Government, Ceylon, are published for general information:—

"CEYLON.

Notice is hereby given that the red buoy at the entrance to Trincomalee Harbour, between Osterburg Point and Little Sober Island, marked Torpedo Buoy, which it was stated would be removed on February 28, 1890, will not now be removed until March 31, 1890. The water, however, in the vicinity has been cleared of mines.

(Signed) B. LOWSBY, Lieut-Col., C. R. E.,
Ceylon.

Colombo, March 11, 1890.

SOUTH COAST OF CEYLON.

Alteration of Galle Light.

On or about April 1 next Galle Light will be changed from the old fixed one to one showing a double flash every half minute.

The flashes will be two seconds each, with an interval of three seconds between them.

(Signed) DAN BLYTH,

Master Attendant's Office, Master Attendant,
Galle, March 5, 1890.

[From the Government of Queensland.]

No. 4 of 1890.

BURNETT RIVER.

Directions for South Channel across Bar.

The following directions should be followed by vessels crossing the Burnett Bar by the South Channel:—

Steer for the Southern Cottage at the Pilot Station, and when the outer red buoy is picked up, pass it on the starboard hand. Then steer for the outer extremity of Barubbra Island, passing a black buoy on the port hand, and continue this course until the Bar beacons are coming into line when haul up, and proceed as formerly.

The depth shown by the tidal signals is that on the old line of cutting, with the leading beacons and lights in line.

The depth in the South Channel is 3 ft. greater than that shown by signal.

(Signed) G. P. HEATH, Commander, R. N.,
Port Master.

Department of Ports and Harbours,
Brisbane, February 10, 1890."

By order of His Excellency the Right Honourable the Governor in Council,

B. H. POTTINGER, Major-General,
Secretary to Government.

REVENUE DEPARTMENT.

Bombay Castle, 2nd April 1890.

No. 2392.—In exercise of the power conferred by Section 19 of the Indian Forest Act, No. VII of 1878, His Excellency the Governor in Council

Government Notification No. 48, dated 4th January 1887, published at pages 5 and 6 of the *Bombay Government Gazette* of the 6th idem, Part I.

Government Notification No. 269, dated 15th January 1887, published at page 36 of the *Bombay Government Gazette* of the 26th idem, Part I.

of the Kánara District from 1st May 1890:—

Schedule referred to above.

Name of Village.	Survey No.	Unoccupied Assessed Waste.	Unassessed Waste.
		A. g. a.	A. g. a.
Haladipur ...	164	4 36 0	.....
	167	4 38 0	.....
	168	5 2 0	.....
	169	4 29 0	.....
	170	5 10 0	.....
	171	5 2 0	.....
	172	6 21 0	.....
	173	2 35 0	.....
	174	5 8 0	.....
	175	6 14 0	.....
	176	6 5 0	.....
	177	3 25 0	.....
	181	3 38 0	.....
	182	5 33 0	.....
	183	4 21 0	.....
	184	3 36 0	.....
	185	3 3 0	.....
	186	4 27 0	.....
	187	3 14 0	.....
	490	4 28 0	.....
	491	4 31 0	.....
	494	4 29 0	.....
	497	5 9 0	.....
	504	5 31 0	.....
	505	6 10 0	.....
	506	5 27 0	.....
	507	6 19 0	.....
	511	5 0 0	.....
	514	3 11 0	.....
	518	4 18 0	.....
	1915	.....	46 11 0
Manki ...	Part of 274	.....	152 6 0

No. 2392A.—In exercise of the powers conferred by Section 28 of the Indian Forest Act, No. VII of 1878, His Excellency the Governor in Council is pleased to declare the lands described in the schedule hereto annexed to be Protected Forests in the Honávar Táluka of the Kánara District:—

Schedule referred to above.

Name of Village.	Survey No.	Unoccupied Assessed Waste.	Unassessed Waste.
		A. g. a.	A. g. a.
Kadtoka ...	654	1 19 0	.....
	36	.....	121 23 0
	441	.....	52 20 0
	555	.....	345 5 0
	671	.....	5 14 0
	682	.....	33 12 0
	698	.....	12 22 0

Name of Village.	Survey No.	Unoccupied Assessed Waste.	Unassessed Waste.
		A. g. a.	A. g. a.
Chandawar ...	6	4 25 0	.....
	7	8 21 0	.....
	11	9 19 0	.....
	12	8 33 0	.....
	96	5 34 0	.....
	98	2 37 0	.....
	132	6 20 0	.....
	135	1 10 0	.....
	136	1 15 0	.....
	137	2 21 0	.....
	150	0 16 0	.....
	151	2 24 0	.....
	153	7 34 0	.....
	154	11 14 0	.....
	155	1 39 0	.....
	160	8 28 0	.....
	161	1 12 0	.....
	162	5 32 0	.....
	163	3 4 0	.....
	164	6 26 0	.....
	166	2 16 0	.....
	167	5 39 0	.....
	169	1 12 0	.....
	170	1 11 0	.....
	172	1 16 0	.....
	180	5 17 0	.....
	182	4 18 0	.....
	183	7 15 0	.....
	184	0 15 0	.....
	197	7 28 0	.....
	201	4 10 0	.....
	202	1 15 0	.....
	203	5 20 0	.....
	204	6 23 0	.....
	207	0 38 0	.....
	212	1 37 0	.....
	216	1 11 0	.....
	217	2 1 0	.....
	218	1 5 0	.....
	220	0 32 0	.....
	276	10 9 0	.....
	293	2 20 0	.....
	299	3 19 0	.....
	9	.....	10 33 0
	10	.....	0 27 0
	13	.....	64 0 0
	44	.....	64 33 0
	65	.....	34 1 0
	97	.....	12 20 0
	115	.....	2 0 0
	116	.....	0 34 0
	131	.....	13 21 0
	152	.....	539 7 6
	165	.....	570 14 6
	168	.....	266 18 0
	178	.....	58 39 0
	179	.....	414 24 0
	198	.....	695 32 0
	211	.....	363 7 0
	224	.....	153 27 0
	236	.....	3 3 0
	240	.....	77 21 0
	251	.....	232 27 0
	252	.....	114 20 0
	280	.....	95 8 0
	289	.....	225 14 0
	300	.....	194 20 0
Nawilgon ...	193	.....	131 11 0
	394	.....	122 36 0
	442	.....	23 18 0
	456	.....	19 34 0
	477	.....	276 22 0
Mallapur ...	10	.....	58 24 0
Awnsalli ...	18	.....	52 8 0
	23	.....	224 16 0
	57	.....	70 33 0
	59	.....	2 27 0

Name of Village.	Survey No.	Unoccupied Assessed Waste.	Unassessed Waste.	Name of Village.	Survey No.	Unoccupied Assessed Waste.	Unassessed Waste.
		A. g. a.	A. g. a.			A. g. a.	A. g. a.
Madgeri	6	.....	44 11 0	Manki—continued ...	355	2 30 0	.....
Kekkar	20	5 39 0	.....		359	6 24 0	.....
	21	.....	17 22 0		360	9 12 0	.....
	144	.....	72 10 0		361	3 5 0	.....
	148	.....	8 29 0		362	4 13 0	.....
	166	.....	246 2 0		363	7 6 0	.....
	c				364	7 27 0	.....
Apsarkond	2	3 19 0	.....		365	9 27 0	.....
	3	4 14 0	.....		366	2 30 0	.....
	16	0 28 0	.....		368	12 3 0	.....
	17	1 23 0	.....		369	10 18 0	.....
	20	4 25 0	.....		370	7 18 0	.....
	9	.....	17 31 0		371	3 10 0	.....
	15	.....	80 33 0		373	12 20 0	.....
Hospatan	167	.....	378 33 0		374	10 38 0	.....
Hosakūli	62	.....	28 16 0		381	6 2 0	.....
	86	.....	358 22 0		382	12 21 0	.....
	169	.....	58 12 0		387	10 34 0	.....
	171	.....	19 2 0		490	1 11 0	.....
	173	.....	23 0 0		116	.....	69 0 0
	214	.....	174 17 0		156	.....	43 9 0
	225	.....	27 16 0		157	.....	33 10 0
	295	.....	119 39 0		159	.....	42 16 0
Kirki	959	.....	646 32 0		160	.....	78 19 0
	973	.....	188 0 0		161	.....	26 38 0
	979	.....	137 30 0		163	.....	229 20 0
	985	.....	48 2 0		165	.....	678 26 0
Duggur	25	.....	65 35 0		188	.....	50 25 0
	26	.....	17 7 0		195	.....	38 26 0
	44	.....	129 38 0		205	.....	39 15 0
Wandar	28	.....	6 18 0		211	.....	90 6 0
	31	.....	56 11 0		212	.....	106 3 0
	50	.....	83 11 0		213	.....	667 17 0
	123	.....	94 29 0		238	.....	184 18 0
	173	.....	30 9 0		254	.....	59 38 0
	188	.....	319 1 0		263	.....	55 37 0
Manki... ..	155	2 33 0	.....	Part			
	158	10 27 0	.....	of 274	.....	361 35 0	
	166	11 6 0	.....	292	.....	291 18 0	
	177	17 25 0	.....	295	.....	424 28 0	
	178	3 4 0	.....	316	.....	51 34 0	
	179	1 37 0	.....	318	.....	30 7 0	
	180	21 11 0	.....	354	.....	55 32 0	
	214	10 6 0	.....	357	.....	340 11 0	
	215	2 10 0	.....	Part			
	216	10 27 0	.....	of 401	.....	93 39 0	
	284	20 8 0	.....	447	.....	58 34 0	
	296	18 35 0	.....	470	.....	125 26 0	
	297	2 37 0	.....	585	.....	211 7 0	
	300	0 26 0	.....	Mugawe	193	7 18 0	.....
	301	1 9 0	.....		314	15 3 0	.....
	302	1 22 0	.....		20	.....	170 11 0
	303	2 22 0	.....		247	.....	18 22 0
	317	9 16 0	.....		301	.....	25 1 0
	319	11 5 0	.....		308	.....	218 30 0
	320	11 9 0	.....		325	.....	6 28 0
	322	10 21 0	.....	Haladipur	1194	.....	311 29 0
	323	9 13 0	.....		1446	.....	149 27 0
	326	8 29 0	.....		1816	.....	17 9 0
	339	5 29 0	.....		1849	.....	417 38 0
	340	1 32 0	.....	A'rolimundgod ...	32	12 19 0	.....
	341	9 30 0	.....		24	.....	19 23 0
	343	10 13 0	.....		31	.....	212 0 0
	344	2 28 0	.....		62	.....	120 4 0
	345	3 7 0	.....		92	.....	13 10 0
	346	2 34 0	.....	Kulakod	38	.....	156 14 0
	347	9 4 0	.....	Malkod	115	.....	424 31 0
	348	4 20 0	.....	Molkod (or Kelgin Idgunji).	96	.....	310 36 0
	349	10 25 0	.....	Kanakichitta... ..	This is a	non-forest	village.
	350	11 6 0	.....				
	355	5 31 0	.....				

Bombay Castle, 3rd April 1890.

No. 2415.—Government Notification No. 6969, dated 16th September 1889, published at page 804 of the *Bombay Government Gazette* of the 19th idem, Part I, vesting in the Tálukdári Settlement Officer under Bombay Act VI of 1862 the management of all the landed estates of the Tálukdárs of Vádihela, Kápadiáli and Dhándodar in the Dhandhuka Táluka of the Ahmedabad District, is hereby cancelled.

Bombay Castle, 8th April 1890.

No. 2436.—The following draft rules are published for general information. Persons who have any objections to urge to them are required to communicate the same in writing to the Chief Secretary to Government, Revenue Department, before the 10th May 1890:—

Rules framed with the sanction of Government by the Commissioner of Customs under Section 9, clauses (a) and (c), of the Sea Customs Act, 1878, prescribing and limiting the powers, duties and procedure of officers of Customs in respect of General Passes valid for the Ports of more than one Presidency, and in carrying out the provisions of the Act relating to vessels sailing under such passes:

Interpretation.

"Agent" includes masters and owners.

1. In these rules the word "Agent" shall include masters and owners.

The words "Notified Port" mean any foreign port regarding which it has been notified under Section 13 of the Sea Customs Act, VIII of 1878, that all goods imported from or exported to the same shall be treated as goods imported from or exported to Customs Ports.

Notified Ports.

The words "Foreign Port" shall include all foreign ports whether on the Continent of India or not, except those regarding which a notification has been issued as above.

Foreign Ports.

The words "Dutiable cargo or dutiable goods" shall be held to mean—

Dutiable goods.

(a) All goods shipped from foreign ports for Customs ports or notified ports, whether transhipped at any Customs or notified port or not;

(b) All goods specified in schedules 2 and 3 of the Tariff Act, XI of 1882, whether shipped from or to foreign ports or Customs ports or notified ports;

(c) All goods exported under claim for drawback or under bond for duty of Customs or Excise;

(d) All goods the importation or exportation of which is prohibited or restricted under Section 18 of the Sea Customs Act, or any other law for the time being in force.

The words "Free cargo or free goods" shall be held to mean all goods which do not fall within the above definition of dutiable.

Free goods.

General.

2. The conditions on which every general pass issued for a coasting steam vessel shall be granted, and the powers, duties and procedure of officers of Customs relating to vessels sailing under a general pass, shall be as hereinafter set forth.

3. (a) Every general pass issued in the Bombay Presidency for a coasting steam vessel shall be granted by the Collector of Customs, Bombay, under his own signature.

Its form.

(b) It shall be in the form prescribed in Appendix A.

(c) It shall be terminable on the 31st July in each year, and shall be renewable by endorsement on application to the Collector of Customs.

Its extent.

(d) It shall be stated on the face of every general pass whether it is valid—

(1) For certain specified ports only; or

(2) For all Customs ports and notified ports throughout India.

(e) The pass shall remain in charge of the Commander or other responsible officer of the vessel for which it is granted.

Its custody.

(f) It shall be kept posted up in a conspicuous place on board, and shall be shown to any Customs officer on demand.

(g) A copy of these rules shall be furnished with each pass for the use of the ship to which it relates.

(h) The Agents or owners may choose at their option at which presidency the pass shall be taken out.

(i) The granting of a general pass shall not relieve the Agents of a vessel from any such provisions of the Customs Act, or of any rules for the time being in force under that Act, or of any such law for the time being in force as may be applicable to them.

(j) By applying for a general pass the Agents of a vessel bind themselves, should a pass be granted, to be responsible:

Obligations it imposes.

(1) That all port and light dues shall be paid and all duties shortly levied or refunds or drawbacks erroneously disbursed in consequence of errors or omissions in the cargo books, manifests or other documents they are required to keep or put in, shall be made good on demand; and further,

(2) That they shall deposit with the Collector of Customs a sum in cash or Government promissory notes amounting to Rs. 500 for each vessel, but not more than

Rs. 3,000 for any one company's line, and shall give him a general authority to recover from the said deposit all sums adjudged to be due from them, whether as dues, duties, recoveries, fees or penalties in respect of the vessel for which the pass is granted, or of any other vessel or vessels belonging to the same owners and also sailing under a general pass.

Nothing in this condition, however, shall be held to prejudice their right to appeal as provided by Section 188 of the Sea Customs Act, VIII of 1878, in any case in which they may consider themselves aggrieved by the Collector's decision.

4. (a) A Cargo book in the form B should be kept on board every steamer sailing under a general pass. The said

Form of Cargo book to be kept. Cargo book shall be kept in accordance with the requirements of Section 165 of the Sea Customs Act, VIII of 1878, and shall further show separately the dutiable and free cargo received at each port for each port, whether Customs or foreign. Cargo received for transshipment shall be shown as for the port at which transshipment is to take place, but the port of ultimate destination shall also be given.

(b) The keeping of the said Cargo book shall not be held to dispense with the presentation of manifests, except in so far as may be hereinafter provided.

The Agents shall be at liberty to add to the form prescribed any columns they may require to adapt it to their own purposes.

5. No general pass shall be held to exempt the Agents or masters of vessels sailing under a general pass from payment of any fees for special services or from any restrictions as to lading or discharge of dangerous goods imposed upon them by the rules of any port at which the pass is valid.

Lading and Clearance.

6. At all intermediate ports vessels sailing under a general pass may be entered outwards and shipping bills granted in anticipation of arrival. At final ports the special permission in writing of the Collector will be required.

7. No goods except transshipment goods and passengers' baggage shall be received on board without a shipping bill. All shipping bills shall be in English; and at ports where there are no facilities for their preparation in that language, the Agents of the vessel shall be bound to provide for this requirement. Shipping bills shall be in the annexed form C. For free goods they shall be prepared in duplicate, printed in black and blue. For dutiable goods they shall

be in triplicate, printed in black, blue and red, with the word "dutiable" printed across in large type in red ink.

8. Free cargo may be shipped at any time, day or night, except on Sundays or holidays, without special permission or supervision: provided that no goods shall be shipped at night without supervision except such as have been water-borne for shipment during ordinary working hours.

9. Dutiable goods shall not be shipped except under Customs supervision. The original shipping bill shall be filed at the Customs House, and the duplicate shall accompany the goods on board. The triplicate shall be retained by the officer supervising the shipment, either at the wharf or on board, who, after endorsing upon it the particulars of the goods actually received on board, shall return to the Customs House for use in checking the vessel's export general manifest, as provided below.

10. The Agents shall cause the endorsements so made upon such triplicates to be copied on the duplicate shipping

bills for dutiable goods, and shall also be responsible that the particulars of the free goods actually received on board are endorsed on the duplicate shipping bills relating thereto. Those for dutiable goods shall accompany the vessel; those for free goods shall be retained by the Agents for presentation with the export manifest.

11. Port clearance must be applied for during office hours, unless otherwise directed by the Chief Customs Officer, and at least four hours before the departure of the vessel, and must be sent on board before she actually leaves the port.

12. The export manifest shall be in the same form as is prescribed for the Cargo book by Rule 4. It must be put in by the Agents within five clear working days from the date of sailing, and must be accompanied by a duplicate prepared in separate parts one for each port for which goods have been shipped, and by the duplicate shipping bills for free goods endorsed with particulars of actual shipments as required by Rule 10.

13. After the original and duplicate have been compared and checked with the triplicate shipping bills for dutiable goods, and the duplicate shipping bills for free goods, the different parts of the duplicate manifest shall be sent by post, together with the corresponding duplicate or triplicate shipping bills, as the case may be, to the Customs Collector at the ports to which they respectively relate, and the original export manifests shall be retained for use in conjunction with the original shipping bills in recording export statistics.

Entry and Discharge.

14. Within 24 hours after arrival in any Customs port, final or intermediate, a duly authenticated extract from the Cargo book kept on board as required by Rule 4, showing all cargo, free or dutiable, to be discharged, whether for landing or transhipment at that port, shall be presented at the Customs House, together with the duplicate shipping bills referred to in Rule 9 for all dutiable cargo comprised in the extract which may have been shipped at Customs ports.

Extract from Cargo book to be presented on Customs House.

NOTE.—The form of the extract may be modified by the substitution of columns for record of presentation of bill of entry and final clearance of dutiable goods, for columns 7 and onward in the form of Cargo book.

15. At ports where the cargo is to be discharged direct on to a wharf, a duplicate of the extract from the Cargo book shall be furnished for use in checking the cargo as it is landed. When the cargo has to be discharged into boats, the duplicate copy may be dispensed with, but a boat note showing clearly all particulars necessary to the identification of the packages, and signed by a responsible officer of the ship, shall accompany each boat load ashore :

Extracts from Cargo book or boat notes to be furnished for checking discharge of cargo.

Provided that at ports of call where the extract from the Cargo book to be put in under Rule 14 or a list of the cargo is handed to the Customs officer on board, or accompanies the goods ashore, no boat notes or duplicate extract from the Cargo book need be insisted upon.

16. At ports in the Lower Provinces of Bengal and at ports in the Madras Presidency (the chief port of Madras excepted) discharge may be commenced as soon as the vessel drops anchor, when free cargo may be landed at any time, day or night, without special permission or supervision, but no cargo from any foreign port and no cargo from any Customs port, which was transhipped from a foreign port, shall be discharged except under the written authority of the proper officer of Customs.

Conditions as to discharge at certain ports in Bengal and Madras.

17. At ports in the Bombay Presidency discharge may be commenced as soon as the vessel drops anchor, and cargo, whether dutiable or free, may be landed at any time, day or night, except on Sundays and holidays, without special permission or supervision, except in respect of work at wharves where supervision may be necessary out of hours: provided that the Agents shall be responsible that dutiable cargo shall be covered by separate boat notes or lists if the cargo is discharged by boat and stacked separately on the wharf, and that it shall only be delivered on production of bills of entry duly passed by the Customs Department, and on payment of any duty that may be due upon them.

In the Bombay Presidency.

18. These bills of entry shall be in the usual form for goods imported by foreign-going vessels, and shall be granted upon the extract from the

Cargo book filed at the Customs House as required by Rule 14, after check, if the goods are said to have come from a Customs port, with the shipping bills filed with the extract.

NOTE.—See note to Rule 14.

19. At the ports of Madras, subject to the right of the Master At-tendant to regulate the boat traffic on considerations of weather, goods may be landed on the beach or at the pier at any hour between 6 A.M. and 6 P.M. or sunrise and sunset, but not afterwards, unless the cargo boats have left the ship's side by 6 o'clock P.M., in which case they shall be entitled to discharge at the pier up to 6 P.M. on Sundays and holidays as well as on ordinary work days. The Collector of Sea Customs may, at his discretion, extend the time for the landing of goods on good cause for granting the extension being shown. The regulated fees must be paid to the subordinates of the Customs and Marine Departments in accordance with the prescribed rules in consideration of the extra labour entailed, whenever they are called upon to work overtime or on Sundays and holidays under the orders of the officer in charge of the Customs House.

At Port of Madras.

20. Except at ports in the Lower Provinces of Bengal free cargo may be removed by the owners as soon as it has been checked off on the extract from the Cargo book furnished for the purpose, or Cargo list, or boat notes, as contemplated in Rule 15; when the cargo has not been checked off on the original extract from the Cargo book, the Cargo list, duplicate extract or boat notes used for the purpose, as the case may be, shall be retained for subsequent comparison with the original extract from the Cargo book.

21. The Agents of the vessel shall be bound to account, on being called upon to do so, for all discrepancies both as to free and as to dutiable cargo, and to make all amendments necessary to secure the correctness of the documents put in by them.

Agents to account for discrepancies.

22. The Agents shall further be bound to undertake that when the vessel touches at any foreign port in the course of any coasting voyage, a certificate under the signature of the Chief Officer of Customs at such port shall be despatched within 24 hours of her departure to the Customs Collector of every Customs port for which she has taken in cargo at such foreign port, giving number and description of packages, numbers and marks they bear, and a general description of their contents.

Agents to arrange for despatch certificates from Foreign Ports as to shipments

They shall also be bound to furnish to the Chief Customs Officer of any Customs port from which any goods may have been shipped under bond for Customs or Excise duty or under claim for drawback, for any foreign port, a certificate from the Chief Customs Officer of the said foreign port showing particulars of discharge of such goods.

and as to discharge of goods under bond or on drawback.

Conditions as to Transshipment applicable to all Ports elsewhere than in the Lower Provinces of Bengal.

23. All transshipment cargo to be discharged or received by a vessel sailing under a general pass shall be separately entered as such in the Cargo book of such vessel, and in the extract from the Cargo book, or the Export General Manifest to be put in under Rule 14 or 12 respectively, as the case may be.

24. The particulars of all cargo discharged for transshipment shall be entered by the Customs officer on board the discharging vessel, or if there be no Customs officer, then by a responsible officer of the ship in a boat note or boat notes with counterfoils, and no such cargo shall be received on board without a boat note, which shall be endorsed by the receiving officer in the same manner as a shipping bill.

Separate boat notes shall be given for free and dutiable goods respectively, those for the latter being rendered readily distinguishable by having the word "dutiable" printed across the face in large type in red ink.

25. The counterfoils shall be sent to the Customs House before the vessel sails, and shall be afterwards checked with the inward extract from the Cargo book, put in by the discharging ship under Rule 14, and if the goods are from a Customs port or Indian foreign port, with the export manifest and shipping bills, or the certificate of shipment, received from such port as provided by Rules 12 and 22.

26. The boat notes shall also be sent ashore and shall be presented by the Agents of the receiving ship in support of the Export General Manifest to be put in by them after the vessel's departure, as provided by Rule 12. If the goods covered by them are for a Customs port, they shall, after the Export General Manifest has been checked, be forwarded as accompaniments with the duplicate manifest to the port of destination. If the goods have been shipped at a Customs port, the shipping bills relating to them, received from the port of shipment, shall be sent on with the boat notes and the duplicate of the export manifest to the port of destination.

27. Free goods may be transhipped as above without supervision. Dutiable goods shall not be transhipped unless otherwise directed by special order in writing, except in the presence of an officer of Customs, who shall fill in the boat notes and counterfoils required by Rule 24.

28. If any cargo on which duty has to be recovered at the port of discharge shall have been transhipped for any Customs port, the master of the receiving vessel shall, before he sails, present to the Customs officer on board a list in duplicate of all such cargo received by

him for each such port. The Customs officer after verifying the lists shall retain one copy and return the other to the master for presentation on arrival to the Customs authorities at the port of destination.

In the case of dutiable transshipment goods from a Customs port the duplicate shipping bills brought on by the discharging vessel shall be transferred to the master of the receiving vessel with the copy of the transshipment list of goods on which duty is to be recovered, for presentation at the Customs port of discharge.

29. Transshipments of dutiable goods from foreign-going vessels shall be subject to general rules as to liability to fees and necessity for tranship-permits before transshipment is allowed.

30. The foregoing conditions 23 to 29 are not applicable to ports in the Lower Provinces of Bengal. At those ports goods for transshipment shall be subject to the following conditions:—

Notification by the Government of Bengal dated 26th November 1883.

"1. Applications for the transshipment of free goods should be presented to the proper officer of Customs before 3 P.M., and such goods will be allowed transshipment under the pass issued, without any charge.

"2. Applications for the transshipment of dutiable goods should be presented to the proper officer of Customs before 3 P.M., on the day prior to that on which the transshipment is required, accompanied by the fees payable under Section 133 of the Act, on the following scale for the Port of Calcutta:—

For each transshipment between the hours of 8 A.M. and 5 P.M.—

	Rs.	a.	p.
On packages not exceeding 50 in number, each	0	4	0
On every ten or less than ten packages in excess of 50	1	0	0

"3. When transshipments of dutiable goods are not completed before 5 P.M., an additional fee of Rs. 4 will be charged.

"4. Chittagong.—The transshipment fees payable on dutiable goods are as follow:—

	Rs.	a.	p.
For single packages. 0 8 0 per package.			
For goods in bulk. 6 4 0 per maunds."			

Notice by the Collector of Customs, Calcutta, dated 27th June 1882.

"Until further notice the transshipment of free goods will be allowed without the attendance of a preventive officer and without any charge. It will still, however, be necessary to obtain the permission of the Collector of Customs for transshipment under Section 128 of Act VIII of 1878.

"2. Unless it is clearly shown by the manifest or other document produced that the goods to be transhipped are free goods, they will, for the purpose of transshipment, be treated as dutiable goods, and fees charged accordingly.

"3. In the case of free goods, as soon as the transshipment is completed, the transhipper should return the pass to the Collector of Customs with an endorsement showing the number of packages transhipped, and the marks and numbers of the packages, if any, short transhipped.

"4. In the case of dutiable goods, the fees for transshipment will be the same as heretofore, with the exception that the extra fee of Rs. 4 per diem for work after the first day will not be charged so long as the regulation working hours from 8 A.M. to 5 P.M. are not exceeded.

"5. There will be a special form of transshipment pass for free goods, the present form being used for dutiable goods."

Stores.

31. No stores shall be transhipped from any foreign-going vessel to any vessel sailing under a general pass except with the permission of the proper officer of Customs.

Passengers' Baggage.

32. Passengers' baggage may be shipped and discharged at any time without supervision or restriction except as regards baggage shipped at foreign ports. It will be the duty of the master to enter all such baggage in his Cargo book and extracts therefrom to be presented under Rule 14, and to see that no such baggage is landed out of hours at any Customs port unless it has been passed by a Customs officer on board.

APPENDIX A.

Form for General Pass.

This General Pass is granted to the S. S. _____
of _____ Register No. _____ Tons _____, belonging to _____
under the provisions of Section 164 of the Sea Customs Act VIII of 1878.

This Pass shall be in force until the 31st day of July 189 , inclusive, subject to the power of revocation vested in the Chief Customs Authority of this Presidency by Clause 3 of the said Section, and to the due observance by the Master, Owners or Agents, of all obligations imposed upon vessels sailing under a General Pass for the time being in force, and of all the conditions on which this Pass is granted and which are more particularly set forth in the (printed) statement thereof herewith delivered, and shall, so long as it is current, entitle the said S. S. _____ to the benefit of all facilities provided by such rules for entry and lading, discharge and clearance at all ports for which it is valid, as specified below.

Provided that this Pass shall not be valid for any voyage or voyages which the said S. S. _____ may make otherwise than as a regular coasting vessel during the period of its currency.

Dated,

189 }
.

Collector of Customs.

Extended to 31st July 189 .

Collector of Customs.

Ports for which this Pass is valid.

All Customs Ports throughout British India,

or

All Customs Ports throughout

the { Presidencies of
.....and
.....

or

Bombay,

• Kárwár,

Tellicherry, &c. (specifying them by name).

Collector of Customs.

APPENDIX B.

Form of Cargo-Book prescribed by Rule 4.

S. S. _____, Tons, _____ Register No. _____ Master
 _____, under _____ colors, Voyage No. _____, sailed from
 _____, on the _____ 189, for _____

No. and Date of Shipping Bill or other authority for Shipment.	Marks and Number of Packages.	DESCRIPTIONS OF CONTENTS.		Shipper's Name.	Consignee's Name.	Port for which shipped.	DATE OF		Remarks.
		Dutiable as defined in Clause 1 of the Rules.	Free as defined in Clause 1 of the Rules.				Shipment.	Delivery.	
1	2	3	4	5	6	7	8	9	10

EXPLANATIONS.

The name of each port at which cargo is shipped to be written across the form, and below it the names of each port for which cargo has been shipped with particulars of the cargo shipped to be entered.

Column 9 to be filled in when cargo is discharged.

Export General Manifest to be in the same form as the entries under each Port of shipment, with the addition of such columns as may be prescribed for registration purposes by local authorities.

Import General Manifest or Extract required under Rule 14 for each Port to be in the form of a collection of entries of cargo shipped for that port under the various ports of shipment headings, with the addition of such columns as the local authorities of each Presidency may prescribe for clearance or registration purposes.

Transshipment goods to be indicated by a note in the column of Remarks.

APPENDIX C.

Form of Shipping Bill.

Entry of Goods exported by _____ from _____ per
 under _____ colors to _____

1	2	3	4	5	6	7		8
Marks.	Number and Kind of Packages.	Description of Goods.	Weight or Quantity.	Market Rates for Value.	Market or Real value under Section XXIX of Act VIII of 1878.	DUTY RECOVERED, IF ANY.		Remarks for the Guidance of Customs Officer at the Port of Discharge.
						Rate.	Amount.	

EXPLANATIONS.

Any additional columns or endorsement forms required for purposes of registration, check, transfer, &c., by local usage may be added under the orders of local authorities.

In shipments of free goods, columns 7 and 8 may be left blank.

An additional column may be opened for specifying the class of goods to be shipped, namely, warehouse or drawback goods, goods exported under special rule of restriction, country goods subject to duty, and country goods free of duty.

Bombay Castle, 9th April 1890.

No. 2465.—Whereas it appears to the Governor of Bombay in Council that land is required to be taken by Government at the expense of the District Local Board, Khándesh, for a public purpose, viz., to obtain murum for the Jalgaon-Neri Road, in the village of Umala, táluca Jalgaon, district Khándesh; it is hereby declared that for the above purpose the land specified below is required within the aforesaid village of Umala:—

No.	Name of Occupant.	Area and Assessment of the Survey No.			Area of Land required.		Boundaries.			
		Survey No.	Area.	Assessment.	Area.	Assessment.	North.	South.	East.	West.
			A. g.	Rs. a.	A. g.	Rs. a.				
1	Manjyavalad Saudu Mahar.	107	18 9	6 8	18 9	6 8	Survey No. 104.	Survey Nos. 109, 108 and 111.	Survey No. 106.	Part of road and Survey No. 102.

This declaration is made, under the provisions of Section 6 of Act X of 1870, to all whom it may concern, who are hereby warned not to obstruct or interfere with persons employed on the land.

By order of His Excellency the Right Honourable the Governor in Council,

J. NUGENT,

Chief Secretary to Government.

PUBLIC WORKS DEPARTMENT.

Bombay Castle, 9th April 1890.

No. 3.—The following Minute by His Excellency the Governor is published for general information:—

“Minute by His Excellency the Governor of Bombay dated 22nd March 1890.

One of the largest public works in progress during my tenure of office is the Níra Canal in the Poona district. Having visited the works and having watched their progress with great interest, I desire to record some observations regarding this important project and the services of the officers who have been connected with it, and to add some remarks on the general question of the extension of irrigation in the Deccan and Southern Marátha Country.

2. The project owes its inception, like nearly all those yet undertaken in the Presidency, and all the more important of those yet undertaken in Sind, to Lieutenant-General J. G. Fife, R.E., formerly Chief Engineer for Irrigation, under whose orders the original survey for a project in the Níra valley was commenced in 1864, and who finally reviewed the designs and estimates for the complete work in 1872 in the form in which they were originally submitted to Government in 1877.

3. The district traversed by the works, comprising a portion of the Purandhar, the southern portion of the Bhimthadi, and the southern and eastern portions of the Indápur Táluks, is one of very uncertain and capricious rainfall, so much so, indeed, that there is frequently a failure of crops for several years in succession, and it has fitly been termed a drought-stricken district.

4. The works are described in a report, which has been specially furnished for the purposes of this Minute, as follows:—

The works may be divided into two divisions:—

(1) The main Canal.

(2) The storage works.

2. The Canal head works are situated on the Níra river about 10 miles east of the main Poona-Dhárwar road and close to the village of Vir, in the Purandhar Taluka. They consist of a weir built across the river at a right angle to its direction of flow, and continued through the left or north bank, and curved to the south so as to cross a large water-course called the Vir Nála, at a right angle, this end portion of the weir being then parallel with the main river. The total length of the weir is 2,273 feet with its crest 42 feet above the original bed of the river. It is built of masonry and concrete, the width at crest level being 9 feet and that at river bed level 26 feet.

There are two subsidiary weirs, designed below the main weir. One 303 feet long and 50 feet from the main weir, across the Vir Nála, with its crest 14 feet below that of the main weir. The second situated on the Níra river at a distance of 940 feet below the main weir. Its length is 615 feet and its crest at a level 24 feet lower than that of the main weir, against which, therefore, a depth of 18 feet of water is headed up. The bottom width of this subsidiary weir is 20 feet at river bed level and 9 feet at crest level, which is designed to be used as a road when the monsoon floods have subsided.

3. The catchment area of the Níra river at the site is 700 square miles, and the main weir is designed to discharge a flood of 158,000 cubic feet per second with a maximum depth of $7\frac{1}{2}$ feet, representing a run off of $\frac{1}{3}$ rd inch per hour from the whole catchment.

The second subsidiary weir is designed to discharge a maximum flood with a depth of 20 feet on its crest, thus heading back the water against the main weir to a depth of 38 feet above river bed level.

4. At the north end of the main weir are situated the Canal sluices, consisting of 7 cast iron gates, each $4' \times 4'$, built in a cross wall at right angles to the main weir, and worked by simple screw lifting gear. The sills of these sluices are 8.85 feet below the crest of the main weir.

5. The total estimated cost of these head works amounts to Rs. 5,03,900.

6. The Níra Canal, starting from the head works, follows the contour of the country for a distance of 101 miles, with an average fall of 0.96 feet per mile, the level of the bed of Canal, where it tails into the end distributary, being 96.15 feet below the sills of sluices at the head works. The Canal is designed to discharge 456 cubic feet per second at its head, where its section is, bottom width 23 feet, side slopes $1\frac{1}{2}$ to 1, depth of full supply $7\frac{1}{2}$ feet, bed fall 5" per mile. The discharge in the 101st mile is 75 cubic feet per second, the section being, bottom width 2.75 feet, side slopes 1 to 1, depth of full supply 6 feet, and bed fall $10\frac{1}{2}$ " per mile. The Canal is also designed to enable all cross drainage to pass either under or over it, except in a few cases, round rocky spurs, where it is in single bank, allowing some drainage to enter the Canal. The total number of cross drainage works is 131, or an average of 1.3 per mile. The total number of road bridges and crossings is 43.

7. The largest and most important of the Canal masonry works is the aqueduct which carries the Canal in its 46th mile over the Kurra River. It consists of 13 arches, each of 30' span, the clear length between abutments being 436 feet. The maximum heights of springing and of Canal bed above river bed are respectively 17 and $23\frac{1}{2}$ feet. The total waterway up to springing is 5,920 square feet, the catchment area being 440 square miles.

8. The Canal commands a gross area of 274,447 acres or 429 square miles. This area is brought under immediate command by means of 61 distributaries, the total combined length of which amounts

to 152 miles. The size of these distributaries varies from simple pipe outlet to the largest, which is designed to discharge 114 cubic feet per second, and commands 48,000 acres. The total net irrigable area commanded is 227,506 acres or 356 square miles. The maximum irrigating capacity of the Canal as designed, *i.e.*, with a discharge of 456 cubic feet per second, is 71,000 acres, or 31 per cent. of the total irrigable command. All the masonry works on the Canal have been designed to allow of an increase in the discharging capacity up to a maximum of 760 cubic feet per second at the head.

9. The total estimated cost of the Canal, with the complete system of distributaries, amounts to Rs. 21,07,146.

10. The Nira River during the monsoon discharges very much in excess of the Canal requirements, but after Storage Work. October the natural supply dwindles down to a very small stream. In order, therefore, to maintain an unfailing supply in the Canal throughout the year, a reservoir is designed to be constructed at Bhátghar, near the town of Bhor, and on the Yelwandi river, a tributary of the Nira. The site of the dam is close to the junction of these two rivers and 20 miles west of the Canal head works.

11. The dam, of masonry and concrete, is 3,020 feet long, with a maximum height of 127 feet above lowest foundation and 103 feet above the bed of the river. The top width is $13\frac{1}{2}$ feet, designed to carry a roadway, and the maximum bottom width 76 feet. Two waste weirs are provided, one at the south and one at the north end of the dam. The roadway is carried over these weirs by piers and arches, the combined clear length of waterway provided being 810 feet. The total length of the dam and waste weir is 4,067 feet. The catchment area at the dam site is 128 square miles, most of which has a ghát rainfall. The waste weirs are designed to discharge a maximum flood of $\frac{3}{4}$ inch per hour over the whole catchment with a depth of 8 feet over the crest. This is equal to a discharge of 57,000 cubic feet per second.

12. One of the chief features in the design for this dam is that provision is made for closing the waste weir up to the maximum flood level, thereby impounding water to a depth of 8 feet above crest level and increasing the capacity of the reservoir by over 1,000 millions of cubic feet. This it is proposed to do by means of gates, those on the north waste weir being automatic in their action, and so designed as to prevent the water in the lake ever rising above 8 feet above crest level.

13. Another prominent feature in the design is the introduction of 15 large sluices in the dam in the river portion. The sills are 13 feet above the river bed, and each sluice is 8' x 4'. They are designed to carry off the early monsoon floods which are heavily laden with silt and thus reduce the tendency to silting up in the reservoir.

14. The total capacity of the reservoir between sills of under-sluices and the level of maximum flood discharge is 5,200 millions of cubic feet.

15. The estimated cost of this work is Rs. 12,76,937.

16. The total estimated cost of the Nira Canal project, inclusive of all charges for tools and plant and establishment, is:—

	Rs.
Main Canal and Distributaries and Head Works ...	26,11,046
Bhátghar Reservoir	12,76,937
	38,87,983
Tools and Plant and Establishment ...	9,50,813
Total ...	48,38,796

5. The earthworks of the Canal were first undertaken during the famine 1876—78, but there was subsequently some delay in proceeding with the project as an Ordinary work, and it was not until 1881 that it was sanctioned as a whole and its cost ordered to be met from the Famine Insurance Fund, it being classed as a Protective work.

6. At the close of the year 1884-85, the main weir at Vir was built up to within 3 feet of the designed height and the main Canal was practically completed up to the 33rd mile. At the end of the current year the whole Canal, for a length of 101 miles, will be completed, and all distributaries up to and inclusive of No. 58 in the 91st miles will be in full operation. The dam at Bhátghar, which at the close of 1884-85 had been raised 20 feet above the river bed, was in 1889 raised so as to secure a storage of 63 feet, representing in volume 2,000 millions of cubic feet; and by the end of this year it is anticipated that it will be raised so as to provide storage after next monsoon up to waste weir crest level or 3,700 millions of cubic feet.

7. Up to the end of 1884-85 the total expenditure had amounted to 27 lákhs; in the subsequent 5 years Rs. 19 lákhs have been spent, and the balance of the sanctioned estimate remaining unspent will be Rs. 2 lákhs only.

8. The Canal was opened in 1885 and has since irrigated the following areas :—

			Area irrigated.	Area commanded.
			Acres.	Acres.
1885-86	...	...	11,195	59,685
1886-87	...	...	4,462	71,196
1887-88	...	...	5,528	84,129
1888-89	...	...	18,559	116,414
1889-90	...	...	16,000*	136,000

* Approximate.

In the first year the water was given free; in subsequent years it has been charged for at a low scale of rates.

9. The works are of an importance and of a character in design and execution of which any country might be proud. They reflect the greatest credit on the whole of the officers employed on them, but chiefly on Mr. J. E. Whiting, M.A., M.Inst.C.E., late Acting Chief Engineer, C. D., who was first employed on the survey of the project in 1868 and designed the works as originally submitted in 1872 under General Fife's orders. The details have since, as is natural, undergone some modification, but substantially the design as a whole and in respect of the more important details is Mr. Whiting's, who has further had a large share in the supervision of their construction. The following are the names of the several officers principally concerned :—

Chief Engineer for Irrigation.

Lieut.-General Fife—Superintending Engineer for Irrigation—From 25th February 1867 and Chief Engineer for Irrigation—From April 1867 to March 1876.

Lieut.-General Merriman—From May to November 1875, and again from March 1876 to August 1877.

Mr. J. H. E. Hart—From September 1877 to September 1887.

Mr. J. E. Whiting—From June to July 1887, from October 1887 to January 1888, and from May 1888 to May 1889.

Executive Engineers directly in charge of the Nira Canal Works.

- Mr. J. E. Whiting, M.A., M.Inst.C.E.—
 { From November 1876 to March 1880.
 „ October 1880 to June 1883.
 „ October 1883 to May 1884.
 „ January 1886 to June 1887 and August 1887 to September 1887.
- „ C. T. Burke, B.E., M.Inst.C.E.—From June 1884 to January 1886.
- „ W. H. LeQuesne—From July to October 1882 and May 1888 to date.

Assistant Engineers.

- Mr. G. A. Bhat, L.C.E.—From February 1877 to November 1878.
- „ A. Hill—From July 1881 to September 1887.
- „ W. L. Strange—From November 1880 to February 1882.
- „ S. N. Squire—From November 1881 to April 1886.
- „ H. F. Beale—From November 1882 to June 1883, July to October 1886, September 1887 to date.

Principal Upper Subordinates.

Ra'o Baha'dur Rawji Trimbuck—

Sub-Conductor D. Henry—(Since deceased).

Mr. Rukhmaji Narayan—

„ Ganesh Janardan—

„ Samson Abraham.

„ P. J. Fernandes.

„ Narayan Vishnu Barve.

10. To the whole of these officers and subordinates the thanks of Government are due, and it is a pleasing duty to me to place on record my personal appreciation of the services of those who have been employed on the project during the past five years. I do so with some knowledge of the difficulties that have had to be met, many of which have come before me from time to time in transacting the business of the department, and of the isolation and discomfort to which the officers have been exposed by protracted residence in the districts in which the works are situated.

11. Up to the present time the storage works at Bhatghar being incomplete, the supply of water in the Canal has been restricted to monsoon and rabi irrigation, and there has been no room for that development of the irrigation and revenue which may be expected to follow when the supply is rendered perennial and opportunity is afforded for the cultivation of the more valuable crops, such as sugarcane, garden crops of all classes and the valuable hot weather fodder and grain crops.

12. It is difficult to gauge the importance of the work even in its incomplete state by figures, but the expansion of irrigation in 1888-89, a season of deficient rainfall, is an indication of its effect on the material prosperity of the people. The total rainfall varied from 11.58 to 19.84 inches. The effect of the work in supplying water for drinking as well as agricultural purposes to the arid tract of 182 square miles comprised in a district, extending over a length of 55 miles from Vir to Nimbgaon at the 80th mile of the Canal, can hardly be overstated. The benefit to agriculture is represented by the value of 18,559 acres of irrigated cultivation, which is estimated at over Rs. 5 lakhs; and with such a deficient rainfall, it is not (as remarked in the Resolution on the Revenue

report) an exaggerated view to give the works credit for the whole value of the crops irrigated. Water was given free to 3,846 acres out of this total, and the water-rate assessment on the remaining 14,713 acres averaged only Rs. 1-6-0 per acre. These figures show that every encouragement is being given to the rayats to avail themselves of the means of irrigation which the work affords, and I think that Government are acting wisely in offering such inducements in the first stages of the progress of irrigation on a large new work.

13. Considering the character of the works and their past history, the expansion of the irrigation on all the works of recent construction in the Deccan and Gujarāt in the last two years must be said to be highly satisfactory. The figures for five years are as follows :—

Year.			Acre.	Approximate average rainfall.
1885-86	...	...	59,450	22·92
1886-87	...	...	42,628	28·81
1887-88	...	...	46,187	26·35
1888-89	...	...	79,195	19·65
1889-90	...	...	85,000*	28·73

*Approximate.

14. Two steps of great importance to the financial future of the works have been taken : *1st*, the working expenses have been considerably reduced by economy in establishments, and *2nd*, the water-rates have been raised to a more real proportion of the value of the water. This latter step took effect generally from 1st April 1889, and the figures for 1889-90 show that the measure had no deterrent effect on the expansion of irrigation.

15. These facts give the promise of great improvement in the direct financial results, and I trust it may be such as to induce the Government to undertake further well-considered projects of the same character as the Nira and Mutha Canals. The improvement in railways and communications cannot fail to stimulate the demand for works affording the means for increased production, and I would venture to strongly urge that a supply of water to render a large proportion of the cultivated area independent of the vicissitudes of rainfall, and at the same time to afford means for raising the more productive crops which cannot be cultivated without artificial irrigation, is an essential element in any programme for the development of the material resources of the country deserving the attention of Local Boards as the representatives of agricultural interests.

16. Financial exigencies are such that it is impossible to hope that Government can embark on a large expenditure for this purpose without the prospect of a return; but I would urge that, as regards the Deccan in particular, strictly commercial principles should not be pushed to an extreme: that the capital and revenue accounts should not be burthened with fanciful book charges, and that the indirect advantages which such works confer should have great weight in determining the question of their advisability.

(Signed) REAY."

By order of His Excellency the Right Honourable the Governor in Council,

W. C. HUGHES,
Secretary to Government.

POLITICAL DEPARTMENT.

Bombay Castle, 5th April 1890.

No. 2221.—The Right Honourable LORD HARRIS, appointed by Her Majesty the QUEEN-EMPRESS to be Governor of this Presidency, is expected to arrive in Bombay in Her Majesty's I. M. S. *Tenasserim* on the 10th April 1890, at 5-30 P.M.

2. A deputation consisting of the Chief Secretary to Government, the Military Secretary to His Excellency the Governor and one of His Excellency's Aides-de-Camp, will proceed on board the steamer under arrangements to be made by the Director of the Indian Marine.

3. His Lordship will leave the *Tenasserim* at 5-45 P.M., and the Director of the Indian Marine should be requested to consult with His Excellency the Naval Commander-in-Chief, and to act in concert with him in arranging the details of His Lordship's disembarkation at the Apollo Bandar. The arrangements for landing at the Bandar will be made by the Director of the Indian Marine. All other arrangements at the Bandar will be made by the Public Works Department.

4. Guards of Honour will be detailed under the orders of His Excellency the Commander-in-Chief to receive His Excellency at the Apollo Bandar and at Government House, Malabár Point, and the roads from the Bandar to the Post Office will be lined with troops. A salute of seventeen guns will be fired from the Saluting Battery on Lord Harris' landing at the Bandar.

5. The Heads of all Civil, Naval and Military Departments at the Presidency and all Officers of Her Majesty's Services, Civil, Naval, Military and the Indian Marine and Officers belonging to Corps of Volunteers then in Bombay and not on duty, are invited to attend.

6. The Consular representatives of Foreign Governments are invited to be present on the occasion.

7. The Municipal Corporation of Bombay having expressed a desire to present an address of welcome to His Excellency, His Lordship will be conducted to a space reserved for the purpose, where he will be received by the representatives of the Corporation. After replying to the address, His Lordship will proceed to Government House, Malabár Point, escorted by a party of His Excellency the Governor's Body Guard.

8. The Commissioner of Police will arrange for the maintenance of order and for keeping the streets clear.

9. An enclosed space will be reserved at the Bandar for officials and Consular representatives of Foreign Governments, and others will be admitted within the enclosure at the discretion of the Commissioner of Police, Bombay.

10. Full dress will be worn by all Civil Officers of Government entitled to wear uniform, Summer dress in Review Order by Military Officers and the troops, and Morning dress by all others.

By order of His Excellency the Right Honourable the Governor in Council,

J. MONTEATH,

Acting Secretary to Government.

GENERAL ORDERS

By the Right Honourable the
Governor in Council.

MILITARY DEPARTMENT.

Bombay Castle, 9th April 1890.

No. 204.—The following Native promotions are made with effect from the 7th February 1890:—

7th Bombay Cavalry.

Risáldár Abdullah Khan to be Risáldár-Major
Ressaidár Dhal Singh to be Risáldár, and
Jamáldár Sardár Abdul Samad Khan to be
Ressaidar vice Risáldár-Major Sardar Abbas
Khan, resigned.

No. 205.—The undermentioned officer is granted leave to proceed out of India on medical certificate, under the leave rules for the Staff Corps; the leave to have effect in India from the date of being struck off duty till the date of sailing; the specified period to count from the date of leaving India:—

Lieutenant-Colonel F. T. Ebdon, Staff Corps,
Commandant, 10th Bombay Light Infantry,
for one year. Pension service twenty-ninth
year, commenced 13th May 1889.

No. 206.—The undermentioned officer is granted leave to proceed out of India on medical certificate, under the leave rules for the Staff Corps; the leave to have effect in India from the date of being struck off duty till the date of sailing; the specified period to count from the date of leaving India:—

Colonel C. P. Newport, Staff Corps, Commandant, 24th Bombay Infantry, for one year.
Pension service thirty-third year, commenced 6th April 1889.

No. 207.—The undermentioned officers have been permitted by the Secretary of State for India to return to duty:—

Major L. F. Heath, Staff Corps.
Lieutenant R. Southey, Staff Corps.

No. 208.—The undermentioned officers have been granted by the Secretary of State for India extensions of leave for the periods specified:—

Lieutenant J. A. H. Craufurd, Staff Corps, six months, medical certificate.

Surgeon S. E. Prall, Indian Medical Service, four months, medical certificate.

No. 209.—The following extract from the *London Gazette* dated 18th March 1890, page 1648, is republished:—

"The undermentioned Lieutenant-Colonels to be Colonels:—

* * * *

William Francis Prideaux, Bombay Staff Corps.
Died 12th January 1890.

* * * *

*By order of His Excellency the Right
Honourable the Governor in Council,*

B. H. POTTINGER, Major-General,
Secretary to Government.

MARINE DEPARTMENT.

Bombay Castle, 8th April 1890.

No. 23.—Under Section 13 of Act VI of 1879 (the Bombay Port Trust Act, 1879), His Excellency the Governor in Council is pleased to appoint Colonel K. A. Jopp, R. E., officiating Consulting Engineer for Railways, Bombay, a member of the Board of Trustees of the Port of Bombay vice Lieut.-Colonel F. Firebrace, R. E.

*By order of His Excellency the Right
Honourable the Governor in Council,*

B. H. POTTINGER, Major-General,
Secretary to Government.

ECCLESIASTICAL DEPARTMENT.

Bombay Castle, 9th April 1890.

No. 18.—The Reverend P. R. H. Bartlett, B.A., Bombay Ecclesiastical Establishment, has been granted by the Secretary of State an extension of leave on medical certificate, without pay, for three months with effect from the 28th May 1890.

*By order of His Excellency the Right
Honourable the Governor in Council,*

B. H. POTTINGER,
Secretary to Government.

CIVIL APPOINTMENTS, &c.

JUDICIAL DEPARTMENT.

Bombay Castle, 9th April 1890.

No. 1904.—Under the provisions of Section 7 of Act 24 and 25 Victoria, Cap. 104, His Excellency the Governor in Council is pleased to appoint Mr. Charles Frederick Farran, B.A., Barrister-at-Law, to act as a Judge of Her Majesty's High Court of Judicature at Bombay during the absence of the Honourable Mr. Justice Scott, or pending further orders.

*By order of His Excellency the Right
Honourable the Governor in Council,*

J. MONTEATH,
Acting Secretary to Government.

JUDICIAL DEPARTMENT.

Bombay Castle, 2nd April 1890.

No. 1861.—His Excellency the Governor in Council is pleased to make the following appointments during the absence of Mr. H. T. Ommanney, C.S., on privilege leave, or pending further orders:—

Mr. H. Scannell to act as Inspector-General of Police vice Mr. Ommanney.

Mr. E. C. Cox to act as Superintendent of Police, G. I. P. Railway, vice Mr. Scannell.

Bombay Castle, 5th April 1890.

No. 1882.—Mr. G. W. Cotgrave, District Superintendent of Police, Thána, is allowed leave on medical certificate for one year from 11th April 1890.

Bombay Castle, 8th April 1890.

No. 1893.—His Excellency the Governor in Council is pleased to make the following appointments pending further orders :—

In supersession of the orders contained in Government Resolution No. 1533, dated 19th March 1890, Mr. J. B. Alcock, on being relieved by Mr. J. L. Johnston, to act as Judge and Sessions Judge of Khāndesh.

Mr. J. D. S. Fitzmaurice to act as Judge and Sessions Judge of Nāsik during the absence of Mr. M. B. Baker on privilege leave.

Bombay Castle, 9th April 1890.

No. 1894.—Mr. Amritrao Wamunaji having ceased to act as Māmlatdār, the powers of a Magistrate of the Second Class conferred upon him by Government Notification No. 3544, dated 6th July 1889, are under Section 41 of the Code of Criminal Procedure, 1882, hereby withdrawn.

No. 1895.—Messrs. J. J. Heaton and A. C. Logan respectively delivered over and received charge of the offices of Under Secretary to Government in the Political, Judicial, Educational and Legislative Departments and of Secretary to the Council of His Excellency the Governor of Bombay for making Laws and Regulations on the 2nd instant, before office hours.

No. 1898.—A'zam Jeshing Gulabchand, substantive *pro tem*. Head Kārkūn of tāluka Kapadvanj in the district of Kaira, is appointed, under Section 12 of the Code of Criminal Procedure, 1882, to be a Magistrate of the Third Class in that district, and is invested with the following additional powers specified in the fourth schedule to the said Code :—

Power to make orders prohibiting repetitions of nuisances (Section 143).

Power to make orders under Section 144.

Power to hold inquests (Section 174).

Power to take cognizance of offences upon complaint and upon police reports (Section 191).

No. 1900.—Mr. W. J. Holland, Superintendent of Police, Sholapur, has been allowed by Her Majesty's Secretary of State for India an extension of extraordinary leave without pay for seven weeks.

No. 1908.—Under the provisions of Section 321 of the Code of Criminal Procedure, 1882, the City Magistrate of Shikārpur, for the time being, is appointed, in the place of the Collector of the district, to take part with the Sessions Judge of Shikārpur in preparing and making out the list of persons qualified to serve as jurors or assessors at trials to be held before the Court of Sessions at Shikārpur, and in hearing objections to the said list, and in revising the same in accordance with law.

No. 1909.—Mr. M. B. Baker relinquished charge of the office of Judge and Sessions Judge of Nāsik on the 2nd instant, after office hours.

No. 1910.—Messrs. G. C. Whitworth and E. T. Candy, respectively delivered over and received charge of the office of Judge and Sessions Judge of Thāna on the 1st instant, before office hours.

No. 1911.—Under the provisions of Section 321 of the Code of Criminal Procedure, 1882, Rāo Bahādūr Jethalal Verajbhāi, acting City Magistrate of Ahmedabad, is appointed, in the place of the Collector of the district, to take part with the Sessions Judge of Ahmedabad in preparing and making out the list of persons qualified to serve as jurors or assessors at trials to be held before the Court of Sessions at Ahmedabad, and in hearing objections to the said list, and in revising the same in accordance with law.

No. 1912.—Messrs. H. T. Ommannay and E. C. Cox respectively delivered over and received charge of the office of Inspector-General of Police on the 1st instant, after office hours.

No. 1913.—Mr. T. S. Hamilton and Dr. A. D. Pollen respectively delivered over and received charge of the office of Judge and Sessions Judge of Belgaum on the 28th ultimo, before noon.

No. 1914.—Mr. Lakshmanrao Vithal Panse has been appointed, under Section 40 of Act XIV of 1869 (the Bombay Civil Courts Act), to be Clerk of the Second Class Subordinate Judge's Court at Mālegaon in the Nāsik District, with effect from the 1st instant, vice Mr. Chinto Raghunath, deceased.

No. 1919.—Mr. Naro Pandurang Ratnaparakhe, residing at Pusesāvi in the Khatāv Tāluka of the Sātāra District, is appointed to be a Conciliator under the Dekkhan Agriculturists' Relief Act, 1879, for that tāluka vice Mr. Bhau Tukaram, resigned.

The above appointment is made with effect from the 15th April 1890 till further orders.

By order of His Excellency the Right Honourable the Governor in Council,

J. MONTEATH,

Acting Secretary to Government.

REVENUE DEPARTMENT.

Bombay Castle, 8th April 1890.

No. 2437.—Mr. W. S. Hexton, Deputy Conservator of Forests, First Grade, is allowed an extension by four days of the privilege leave of absence for two months and fifteen days granted to him in Government Notification No. 749, dated 29th January 1890.

No. 2441.—Mr. A. Cumine, C. S., Special Assistant Collector and Khoti Settlement Officer, Ratnāgiri, is granted furlough for one year four months and fifteen days with effect from 22nd May 1890.

No. 2442.—Under Section 12 of Act III of 1877 the following appointments were made in the Registration Department :—

Ahmedabad District.

Mr. Bhogilāl Bālmukund, officiating Sub-Registrar of Virangām, on 22nd February 1890.

Kolába District.

Mr. Rámchandra Ramákant, officiating Sub-Registrar of Roha, from 27th February to 1st March 1890.

Ahmednagar District.

Mr. Krishnáji Gurráo, officiating Sub-Registrar of Shevgaon, from 17th January to 28th February 1890.

Khándesh District.

Mr. Dámodar Hari, officiating Sub-Registrar of Páchora, on 5th January 1890.

Mr. Sitáram Shridhar, substantive *pro tem*. Sub-Registrar of Jalgaon, from 1st January to 4th March 1890.

Sátára District.

Mr. Vásudey Báláji, officiating Sub-Registrar of Jávli, on 18th and 19th February 1890.

Mr. Dámodar Govind, officiating Sub-Registrar of Khatáv, from 30th January to 6th February 1890.

Sholápur District.

Mr. Govind Rámchandra, officiating Sub-Registrar of Mádha, on 19th February 1890.

Mr. Vináyek Ganesh, officiating Sub-Registrar of Bársi, from 4th to 25th February 1890.

Kánara District.

Mr. Mangesh Manjunáth, officiating Sub-Registrar of Sirsi, from 24th February to 5th March 1890.

Upper Sind Frontier District.

Mr. Tekchand Thákardás, officiating Sub-Registrar of Thul, from 1st to 10th February 1890.

No. 2444.—Mr. A. E. Spring, Assistant Superintendent, Deccan Revenue Survey, is allowed privilege leave of absence for two months and nineteen days.

Bombay Castle, 9th April 1890.

No. 2467.—Mr. W. Porteous, C. S., Collector of Thána, is allowed special leave of absence on urgent private affairs for six months from the 16th May 1890 under Article 348 of the Civil Service Regulations.

No. 2468.—Ráo Bahádur Vyankatesh Bapuji Vadekar, District Deputy Collector, Ahmednagar, is allowed privilege leave of absence for two months.

Ráo Sáheb Vasudev Ramchandra Patvardhan is appointed to act as District Deputy Collector, Ahmednagar, during the absence of Ráo Bahádur Vyankatesh Bapuji Vadekar, or until further orders.

No. 2469.—Ráo Bahádur Shridhar Gundo, Huzúr Account Officer, Poona, is allowed privilege leave of absence for two months from the 16th instant, or such subsequent date as he may avail himself of it.

Ráo Sáheb Sakháram Chimuáji Joshi is appointed to act as Huzúr Account Officer, Poona, during the absence of Ráo Bahádur Shridhar Gundo, or until further orders.

No. 2470.—Khán Bahádur Dadabhai Dinshah, Huzúr Deputy Collector, Kaira, is allowed privi-

lege leave of absence for two months from such date after the 10th instant as he may avail himself of it.

Mr. J. W. S. Dracup is appointed to act as Huzúr Deputy Collector, Kaira, during the absence of Khán Bahádur Dadabhai Dinshah, or until further orders.

No. 2471.—Ráo Bahádur Bapu Purshotam Joshi, Huzúr Deputy Collector, Ratnágiri, is allowed privilege leave of absence for three months from the 10th instant, or from such subsequent date as he may avail himself of it.

Ráo Sáheb A'nant Raghunáth Chitre is appointed to act as Huzúr Deputy Collector, Ratnágiri, during the absence of Ráo Bahádur Bapu Purshotam Joshi, or until further orders.

No. 2472.—His Excellency the Governor in Council is pleased to cancel the orders contained in Government Notification No. 2198, dated 25th March 1890, and to post Mr. G. M. Urquhart, C. S., as Assistant Collector in Sind on being relieved of his present duties.

No. 2479.—His Excellency the Governor in Council is pleased—

to date the promotion of Messrs. Vidal, Sinclair, Silcock and Doderet in Government Notification No. 1992, dated March 18th, 1890, from March 1st, vice Mr. W. Woodward, retired;

to date the substantive *pro tem*. promotions of Messrs. Porteous and Campbell in the same Notification, with effect from March 19th, vice Mr. Grant, promoted;

and to appoint—

Mr. W. Porteous, C. S., to be Senior Collector, vice Mr. Grant, with effect from the date of Mr. Porteous's retirement.

Mr. J. F. Muir, C. S., to be substantive *pro tem*. Senior Collector vice Mr. James.

Mr. F. L. Charles, C. S., to be Junior Collector vice Mr. Porteous.

Mr. A. Cumine, C. S., to be First Assistant Collector vice Mr. Charles.

Mr. M. C. Gibb, C. S., to be Second Assistant Collector vice Mr. Cumine.

Mr. A. Keyser, C. S., to be Collector and District Magistrate, Sátára, District Registrar and Political Agent, Sátára, vice Mr. Woodward, continuing to act as Commissioner, S. D., pending further orders.

Mr. G. B. Reid, C. S., to be Collector and District Magistrate, Surat, District Registrar and Agent for the Governor, Surat, vice Mr. Keyser.

Mr. W. W. Loch, C. S., to be Collector and District Magistrate, Khándesh, District Registrar and Political Agent, Khándesh, vice Mr. Reid.

Mr. F. L. Charles, C. S., to be Collector and District Magistrate, Panch Maháls, District Registrar, Panch Maháls, and Political Agent, Rewa Kántha and Nárukot, vice Mr. Loch.

By order of His Excellency the Right Honourable the Governor in Council,

J. NUGENT,

Chief Secretary to Government.

GENERAL DEPARTMENT.

Bombay Castle, 9th April 1890.

No. 1352.—Assistant Surgeon Sorabji Fardunji Ghandhi is appointed to the medical charge of the dispensary at Lárkhána, Sind, with effect from 19th March 1890, forenoon, vice Assistant Surgeon Manichersha Motabhai Vakil, transferred to Bombay.

No. 1353.—Assistant Surgeon Kaikhasru Barjorji Cooper is promoted from the Second to the First Class of Assistant Surgeons with effect from 15th March 1890.

No. 1354.—Assistant Surgeon Manichersha Motabhai Vakil has been placed on general duty, Bombay, with effect from 19th March 1890, forenoon.

No. 1355.—Assistant Surgeon Kaikhasru Sorabji Engineer has been placed on general duty, Bombay, with effect from 1st April 1890, forenoon.

No. 1356.—His Excellency the Governor in Council is pleased to appoint Surgeon F. F. MacCartie, M.B., B.Ch., to be Health Officer of the Port of Bombay, under Section 17 of the Indian Ports Act X of 1889.

No. 1374.—Assistant Surgeon G. M. Dixon has been appointed to act as Civil Surgeon, Kárwár, with effect from 19th March 1890, afternoon, vice Surgeon-Major J. A. Howell on furlough.

By order of His Excellency the Right Honourable the Governor in Council,
J. NUGENT,
Chief Secretary to Government.

PUBLIC WORKS DEPARTMENT.

Bombay Castle, 20th March 1890.

No. 31.—His Excellency the Governor in Council is pleased to change the designation of the appointment of Consulting Engineer for Railways and Joint Secretary to Government, Railway Branch, to Consulting Engineer for Railways and Secretary to Government, Public Works Department (Railway Branch).

Bombay Castle, 5th April 1890.

No. 32.—Mr. R. C. F. Volkens, Deputy Examiner of Accounts, State Railway Stores, is transferred to the office of the Examiner of Public Works Accounts, Bombay.

By order of His Excellency the Right Honourable the Governor in Council,
W. C. HUGHES,
Secretary to Government.

Miscellaneous Notifications, Appointments, &c.

BY HER MAJESTY'S HIGH COURT OF JUDICATURE.

APPELLATE SIDE.

The Honourable the Chief Justice and Judges have been pleased to order the cancellation of Clauses X, XI and XII of the instructions with respect to the monthly Civil Return (No. I) at page 139 of the Civil Circulars.

The following is the only Candidate who has passed the examination for the offices of Subordinate Judge and High Court Pleader held on 10th March 1890:—

Mr. Vithal Ganesh Pradhan.

C. E. G. CRAWFORD,
Registrar.

Bombay, 8th April 1890.

BY THE COMMISSIONERS.

SOUTHERN DIVISION.

A'zam Malhar Krishna Bhise, Head Kárkún of the Khed Táluka in the Ratnágiri District, is appointed to act as Mámlatdár of the same táluka during the absence of the permanent incumbent Ráo Sáheb Raghwendra Subrao Nagarkar on one month's privilege leave from 1st proximo, or such subsequent date as he may avail himself of it.

Camp Belyaum, 31st March 1890.

In supersession of this office Notification dated 20th ultimo, A'zam Raoji Ramchandra Bendre, Head Kárkún of Panvel, is appointed to act as

I.—93

Mámlatdár of Pen during the absence of Ráo Sáheb Bhikaji Krishna Patwardhan, on privilege leave.

Camp Belyaum, 1st April 1890.

Messrs. W. W. Drew and Santappa Rangappa respectively delivered over and received charge of the office of First Assistant Collector, Bijápúr, on the 26th ultimo, in the afternoon.

In consequence of the retirement of Ráo Sáheb Gopal Ramchandra Shirhatti from the 1st of April 1890, Ráo Sáheb Shripad Govind Joshi is appointed to be probationary Mámlatdár, Fourth Grade.

Camp Belyaum, 2nd April 1890.

Ráo Sáheb Moro Gopal is appointed Police Inspector in the Dhárwár District vice Khán Sáheb Mir Ahmed Alikhan, transferred to the Ahmednagar District.

Camp Belyaum, 3rd April 1890.

Ráo Sáheb Ramchandra Krishna, Head Accountant, delivered over charge of his duties to Mr. Sheoram Ramchandra, Deputy Accountant, Ratnágiri, on 25th March 1890, in the afternoon.

Messrs. Luxman Narayan Ajgaonkar, District Deputy Collector, and C. H. Hill, Assistant Collector, respectively delivered over and received charge of the office of the District Deputy Collector, Ratnágiri, on 28th February last, in the afternoon.

Camp Belyaum, 5th April 1890.

ALFRED KEYSER,
Acting Commissioner, S. D.

THE



Bombay Government Gazette.

EXTRAORDINARY.

Published by Authority.

THURSDAY, 10TH APRIL 1890.

 Separate paging is given to this Part, in order that it may be filed as a separate compilation.

PART I.

Notification.

POLITICAL DEPARTMENT.

Bombay Castle, 10th April 1890.

No. 2308.—The Right Honourable LORD REAY, G.C.S.I., G.C.I.E., will take his departure for England in the P. and O. Steam Navigation Company's S. S. *Oriental* from the Apollo Bandar on Saturday the 12th instant.

2. The arrangements connected with the departure of His Lordship from Government House will be made by the Military Secretary to His Excellency the Governor and will be timed so that His Lordship may reach the Apollo Bandar at 5-30 p.m. (Local time). The Director of the Indian Marine should be requested to consult with His Excellency the Naval Commander-in-Chief and act in concert with him in arranging the details of embarkation. The arrangements at the Bandar will be made by the Public Works Department.

3. His Lordship, escorted by a detachment of His Excellency the Governor's Body Guard, will proceed along the Queen's Road past the Post Office and along the Esplanade Road to the Apollo Bandar. A Guard of Honour will be detailed under the orders of His Excellency the Commander-in-Chief to receive His Excellency at the Apollo Bandar, but owing to the heat of the weather the roads from the Post Office to the Bandar will not be lined with troops. A salute of seventeen guns will be fired from the Saluting Battery on the embarkation taking place.

4. A deputation consisting of the Chief Secretary to Government, the Military Secretary to His Excellency the Governor and one of His Excellency's Aides-de-Camp will accompany His Lordship on board the steamer.

5. The Heads of all Civil, Naval and Military Departments at the Presidency and all Officers of Her Majesty's Services, Civil, Naval, Military and the Indian Marine and Officers belonging to Corps of Volunteers then in Bombay and not on duty are invited to attend.

6. The Consular representatives of Foreign Governments are invited to be present on the occasion.

7. The Municipal Corporation of Bombay having expressed a desire to present a farewell address to His Lordship, His Lordship will be conducted to a space reserved for the purpose at the Bandar where he will be received by the representatives of the Corporation.

8. The Commissioner of Police will arrange for the maintenance of order and for keeping the streets clear.

9. An enclosed space will be reserved at the Bandar for officials and Consular representatives of Foreign Governments, and others will be admitted within the enclosure on the production of tickets, which can be obtained on application from the Executive Engineer, Presidency.

10. Full dress will be worn by all Civil Officers of Government entitled to wear uniform, Summer dress in Review Order by Military Officers and the troops, and Morning dress by all others.

11. All honours due to the Governor of Bombay will be paid to Lord Reay until he passes Aden.

By order of His Excellency the Right Honourable the Governor in Council,

J. MONTEATH,

Acting Secretary to Government.

THE



Bombay Government Gazette

EXTRAORDINARY.

Published by Authority.

SATURDAY, 12TH APRIL 1890.

Separate paging is given to this Part, in order that it may be filed as a separate compilation.

PART I.

Proclamation.

GENERAL DEPARTMENT.

Bombay Castle, 12th April 1890.

No. 1408.—Whereas His Excellency the Right Honourable the LORD HARRIS hath been appointed by Her Majesty the QUEEN AND EMPRESS OF INDIA to the office of Governor of Bombay and its Dependencies; it is hereby proclaimed that His Excellency the Right Honourable the LORD HARRIS has this day in the morning assumed charge of the Government of Bombay and its Dependencies, and taken his seat under the usual salute from the Garrison: and all persons are required to obey His Excellency the said LORD HARRIS as Governor and President in Council accordingly.

By order of His Excellency the Right Honourable the Governor in Council,

J. NUGENT,
Chief Secretary to Government.